

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 2 34 Ed 2005 Change No. 2 LAST NM 48/04

Page 165—Paragraph 3145; read:

(i) New York Harbor, Upper and Lower Bay.

Note to §15.1030:

“Intra-port transit” as used in this section includes the movement of a foreign-trade vessel inbound from sea from the point where a State-licensed pilot ceases providing pilotage to another point within the identified areas (i.e., a dock or anchorage). Likewise, intra-port transit also includes the movement of a foreign-trade vessel outbound to sea from a point within the identified areas (i.e., a dock or anchorage) to the point where a State licensed pilot begins providing pilotage.

(CL 1508/04; FR 9/30/04) 49/04

Page 195—Paragraph 32, lines 2 to 4; read:

Tern Island and Chatham. In May-June 2004, the controlling depth in the channel was 7.4 feet, thence 2.9 to 6.5 feet in the basin. Conditions are rapidly ...

(CL 1337/04; BP 184464) 49/04

Page 205—Paragraph 143, lines 12 to 13; read:

conspicuous. In 1981-January 2001, a depth of 2.9 feet was available in the entrance channel, thence 6 feet to the highway ...

(BP 183017) 49/04

Page 222—Paragraph 90, line 4; read:

of Nashawena Island. Tide rips have been observed between North Point and Lone Rock during spring tides.

(CL 1502/04) 49/04

Page 306—Paragraph 201, line 14; read:

bridge. The anchorage basin had depths of 6½ feet. In October 2004, shoaling was reported in the channel between Buoy 3 and Light 3A; caution is advised.

(40/04 CG1; LL/04) 49/04

Page 312—Paragraph 269, line 4; read:

avoid the fish stakes in this area. Vessels anchoring in the area should also be aware that water levels may drop significantly following a long continuous northwesterly wind.

(CL 1507/04) 49/04

Page 318—Paragraph 362, line 9; read:

danger. In March 2004, the controlling depth was 6.2 feet from the ...

(CL 1130/04; BPs 184066-67) 49/04

Page 363—Paragraph 70, lines 6 to 9; read:

mile above the mouth. In July 2003, the midchannel controlling depth was 7.0 feet in the entrance channel to the harbor area, about 0.3 mile above the west breakwater light, thence 5.7 feet in the channel through the ...

(CL 1539/04; BPs 184667-68) 49/04

Page 404—Paragraph 21; read:

During the summer of 2004, tidal observations were made in the Hudson River near Haverstraw and it was found that there were significant differences in the timing of the tidal current phases as compared with the predicted tidal current phases. The greatest time difference was observed in the slack before ebb, which on average may occur one hour later than the predictions given in the 2005 Tidal Current Tables. Mariners should exercise caution when using the published tidal current predictions.

(CL 1435/04) 49/04

Page 411—Paragraph 145, line 4; read:

channel 16 or directly by telephone (914-338-3640).

In March 2004, shoaling to 9 feet was reported at the southern boundary of **Green Flats**. Vessels are advised to transit along the centerline of the channel in the vicinity of Hudson River Lighted Buoy 94.

(9/04 CG1; CL 776/04) 49/04

COAST PILOT 2 34 Ed 2005 Change No. 3

Page 294—Paragraph 55, lines 11 to 14; read:

should be contacted prior to arrival for the location of the pilot boarding area.

(CL 1268/04) 49/04

Page 294—Paragraph 56, lines 8 to 10; read:

channel 16 and works on channel 11. Prior to arrival, the LISSPA should be contacted for the location of the pilot boarding area.

(CL 1268/04) 49/04

Page 295—Picture:

Change annotation of “State Pier” to “Long Dock”.

(CL 1268/04) 49/04

Page 296—Picture:

Change annotation of “Swing Highway Bridge” to “Double Leaf Bascule Bridge.”

(CL 1268/04) 49/04

Page 314—Paragraph 300, lines 8 to 10; read:

channel 16 and works on channel 11. Vessels should contact the LISSPA prior to arrival for the location of the pilot boarding area.

(CL 1268/04) 49/04

Page 411—Paragraph 148, lines 3 to 4; read:

the mouth. In November 2003, the centerline controlling depth was 5.7 feet to about 100 yards below the highway ...

(BPs 183299-300) 49/04